ACCIDENT

Aircraft Type and Registration:	Avions Pierre Robin R2100A, G-BGBA
No & Type of Engines:	1 Lycoming O-235-H2C piston engine
Year of Manufacture:	1978
Date & Time (UTC):	3 February 2012 at 1350 hrs
Location:	Gloucestershire Airport
Type of Flight:	Private
Persons on Board:	Crew - 1 Passengers - None
Injuries:	Crew - None Passengers - N/A
Nature of Damage:	Nose undercarriage pivot arm bent
Commander's Licence:	Private Pilot's Licence
Commander's Age:	64 years
Commander's Flying Experience:	110 hours (of which 96 were on type) Last 90 days - 4 hours Last 28 days - 1 hour
Information Source:	Aircraft Accident Report Form submitted by the pilot and occurrence report submitted by ATC

Synopsis

The aircraft's approach was higher and faster than normal. It bounced a number of times and landed on its nose undercarriage, causing the undercarriage pivot arm to bend.

History of the flight

Following a local flight, the aircraft joined the right-hand circuit for Runway 27. When the aircraft was downwind, the pilot was instructed by ATC to fly an orbit to ensure separation from an aircraft flying an instrument approach. After the orbit, and as the aircraft reached a position from which to commence an approach, it was evident to the pilot that the aircraft was now too high, so she requested and flew a further orbit.

The aircraft established on finals but it was still high and fast, so the pilot attempted to lose excess height by weaving. A flying instructor from the pilot's flying club observed the approach and landing. He reported a steep and fast approach followed by a flat flare and the aircraft nodding or porpoising before touching down slightly nose-low, followed by a series of bounces. The pilot attributed the accident to a loss of concentration and an incorrect flare.

The flying instructor reported that, although the surface wind was a very light westerly, the wind above about 400 ft was south-easterly at 7 to 10 kt, thus giving a tailwind on approach which would make it difficult to

correct an approach that was too high. He also observed that a go-around would have been the best course of action.

> *'A good landing is the result of a good approach. If your approach is bad, make an early decision and go-around…'*

Comment

The accident probably occurred because the unstable approach was allowed to continue. CAA Safety Sense Leaflet 01: '*Good Airmanship Guide*', Section 30 'Landing' gives the following advice: